









## TELEGRAMS.

THE SHANGHAI RACES.

SECOND DAY.

The following are the results of the races of the first day later than those published by us yesterday obtained through the courtesy of Mr. T. E. F. Hough:

The Club Cup. Two miles.

1.—Mr. Nephew's Minheimer.

2.—Mr. Oswald's Blair Athol.

3.—Mr. Marius' Argante } dead heat.

Time: 4:30 2/5.

The Jockey Cup. One mile.

1.—Mr. Marius' Csikos.

2.—Mr. H. Morris' Estrella.

3.—Mr. Bellum's Lee.

Time: 2:8 1/5.

The Fal Wab Stakes. One and a half miles.

1.—Mr. Robson's Jetsam.

2.—Mr. G. H. Potts' Norman King.

3.—Mr. Wede's Polka.

Time: 3:21.

The Shanghai Gold Challenge Cup. One and a quarter miles:

1.—Mr. Ring's Mikosh.

2.—Mr. G. H. Potts' Iron King.

3.—Mr. Quebec's Gaelic.

Time: 2:46 3/5.

The Autumn Cup. One and a quarter miles.

1.—Mr. John Peel's Cotswold.

2.—Mr. Buxey's Coronet Rose.

3.—Messrs. Broughton and Jaber's Rhone.

Time: 2:40 1/5.

The Whampoa Stakes. One and a half miles:

1.—The Oregon Stable's Umatilla.

2.—Mr. G. H. Potts' Diamond King.

3.—Mr. Evans' Cardiff.

Time: 3:26.

SECOND DAY.

The Northern Cup. Three-quarter mile.

1.—Messrs. Common &amp; Robson's Friendship.

2.—The Columbia Stable's Coriolanus.

3.—Messrs. Common &amp; Robson's Tiara.

Time: 1:41.

The China Cup. One mile:

1.—The Ring's Mikosh.

2.—Mr. Carl's Lonely Knight.

3.—Mr. Fernando's Athelbert.

Time: 2:10.

The Shanghai St. Leger. One and three-quarter miles.

1.—Mr. J. M. D.'s Lavender.

2.—Mr. Marius' Czarina.

3.—Mr. John Peel's Cotswold.

Time: 3:48 4/5.

[At the lotteries in Shanghai on the 3rd inst., the prices (less d) for the respective stakes for the Shanghai St. Leger were:—Yessra, J. M. D.'s stable \$1; Martin Sico; Quebec's Stoic; John Peel's Stoic; Durgor's Stoic; Columbia's Stoic; Nephew's Stoic; G. H. Potts' Stoic; Oswald's Stoic; Toog's Stoic. Total \$1,149.—ED., H.K.T.]

(Reuter's.)

THE STATE OF RUSSIA.

INCONCEIVABLE BARBARITY.

LONDON, 5th November.

The St. Petersburg correspondent of the *Times* says that Finland has won freedom, and a manifesto, embodying all the popular demands, has been submitted for the Imperial signature.

The horrors of Odessa continue.

The hooligans aided by the police have slaughtered whole families of Jews with inconceivable brutality.

It is impossible to estimate the total of killed, but there are 5,500 wounded at present in the hospitals.

REVOLTING BARBARITIES.

Later.

The railway strike is coming to an end, and the service returning to its normal state. The strikers' demands have been granted.

Sporadic disturbances are reported from the Caucasus, and in the vicinity of Odessa eight factories have been wrecked.

The massacres were accompanied with revolting barbarities: eyes gouged out, tongues torn out with pinchers, and invalids burnt alive.

[*Strait Times*.]

THE ROYAL VISIT TO INDIA.

London, 28th October, 1905.

The Prince and Princess of Wales spent yesterday on board the despatch vessel *Sovereign* at Port Said, and visited the cruisers *Suffolk* and *Lancaster* during the afternoon.

In the evening they dined on board the cruiser *Powful*, which is proceeding to Australia, as the guests of Admiral Sir Wilmot Hawke.

The battleship *Reserve*, with the Royal party on board, is due at Suez at midnight, and leaves that port at noon on Sunday, escorted by the cruisers *Terrible*, *Fox*, and *Preserve*.

FRENCH PRESIDENT IN PORTUGAL.

King Carlos of Portugal, and other members of the Portuguese Royal Family, met President Loubet at Lisbon, and drove him to the Belém Palace between cheering crowds.

HAMPSTEAD ELECTION.

The Hampstead election has resulted in the return of the Conservative candidate, Fletcher, by 4,225 votes to against 3,303 votes polled by Row, the Liberal candidate.

Kaiser Says "Keep Your Powder Dry."

At a banquet following the unveiling of a statue of Von Molitor at Berlin, the Kaiser, after reading the memory of that general, announced: "Now for the present, and for the future, we have seen how magnified the world has been, keep your powder dry, and when you meet with difficulties, do not be afraid to meet them."

## THE KIRKBRADY PLANTING COMPANY, LTD.

## THE FINAL MEETING.

## CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

## THE LIEN-CHAU TRAGEDY.

The final meeting of the Tebrau Planting Company, Ltd., was held in the office of the liquidators, Messrs. John D. Humphreys and Son, Queen's Buildings to-day. Mr. J. Jupp presided and those present were Messrs. P. C. Poitier, Lau Chu Pak, Wong Man Lam, J. D. Collier, and J. A. Tarrant.

The report, which has already been published, stated that, according to the liquidators there was a net balance of Capital, after paying and providing for all liabilities, of \$43,685.09 which amount admitted of their returning to the shareholders 45.34 per cent of their capital, equal to two dollars twenty-six and seven-tenths cents per five-dollar share.

The Chairman said the accounts spoke for themselves and it was unnecessary to enlarge upon them. They could see how the money had been disposed of and how they stood. He then invited questions.

No questions being forthcoming, The Chairman moved the adoption of the report and accounts.

Mr. Lau Chu Pak seconded, and the motion was unanimously adopted.

The Chairman.—There is one other small matter, which has to be decided and that is what is to be done with the books and papers of the Company. It is provided by law that the shareholders should save what must be done with them. I suggest they be given to the liquidators. We could have them burned if you like.

Mr. Potts.—No, no. Give them to the liquidators.

Agreed.

The Chairman.—That definitely finishes the Tebrau Planting Company. Good-day, gentlemen.

## BAXTER C. M. S. SCHOOL BAZAAR.

St. Andrew's Hall, this afternoon, presented a very busy scene, when the annual sale of the Baxter Church Missionary Society's School was held. At the hour of opening the dozen or so stalls arranged around the hall and down the middle displayed all kinds of very dainty fancy goods of many and varied descriptions, the younger folks being catered for at each stall by a display of very tempting dolls and toys of sorts, and it was not long before the business of the day commenced in real earnest, and the merry chink of coins was heard on all sides. A very large quantity of the articles offered for sale had been made by the girls of the school, some by friends of the Mission at home, who every year contribute a quantity of recherche articles for this sale, and others by some of the ladies presiding over the stalls themselves, and all seemed to be commanding a ready sale. There was only one stall different to the rest, and that was the refreshment stall, laid out so daintily as to make one feel that the one thing desirable alone in life was a cup of tea served out by the dainty hands of the ladies presiding. Cakes and sweets, "fearfully and wonderfully made," were laid out in great array at first, but only to disappear with marvellous rapidity before the onslaught of the ever-hungry children who found their special paradise in this neighbourhood, and could scarcely draw away.

## THE STALL-HOLDERS.

The following ladies were stall-holders and assistants: Stall 1.—Mrs. Batson Wright, Mrs. Lamont, and Mrs. Herbert Lamont; Stall 2.—Mrs. E. A. Irving, Mrs. Frenchard Davis, and Miss Bowley; Stall 3.—Mrs. Lautin and Mrs. Gobet; Stall 4.—Miss W. Bell, Miss Penruddock and Miss Blair; Stall 5.—Mrs. Saunders, Mrs. Watkins and Miss Hancock; Stall 6.—Mrs. Dixon, Mrs. Gertrude Stewart, Mrs. Thompson, and Mrs. Cruckshank; (refreshments) Stall 7.—Mrs. Peter, Mrs. Turner, and Miss Berkeley; Stall 8.—Lady and the Misses and Mr. Berkeley; Stall 9.—Mrs. Chatham, Mrs. Patrick Jones, and Mrs. Lambelle; Stall 10.—Mrs. Edwards, Mrs. Caldwell, and Miss Hazelton; Stall 11.—Mrs. Villiers Hatton, Mrs. Williams, and Mrs. Ross; Stall 12.—Mrs. C. G. Prichard, Mrs. G. Hastings, and Mrs. Fraser; Stall 13.—Mrs. Swan, Mrs. Tooker, and Mrs. Badley, Misses Armstrong and the Misses Seigh (Dollar Stall).

## CAVITE FLOATING DOCK.

## A WHITE ELEPHANT.

We take the following from the *Manila Times* of 31st ult.:—Yesterday's mail brought the news from Washington that the offices of the Bureau of Navigation of the navy department are wrestling still with the problem of how to get the big steel dry-dock, just completed at Sparrow's Point, Maryland, from that port to Cavite for the naval station at which place it was constructed. Correspondence was begun recently with the headquarters of the Suez Canal Company, at Paris, asking about restrictions on traffic through the canal, and for toll rates.

The dock structure is so huge that it is apprehended that it may impede traffic in the Canal and thus cost the United States Government a mountainous sum in the way of canal tolls. It was suggested that the structure be towed through the Suez Canal, but the Canal authorities would not allow it to pass through the Suez Canal.

In some ways the immense structure, badly needed as it is in the Philippines, is a white elephant to the department. To tow the structure will require five ships equipped with towing machines. These are not on the market, but must be built to order. Unless the Canal company grants considerable reductions from its published toll and permits the dock to side track in the lakes of the Canal while ships pass by, the expense will be ruinous.

This is something of a surprise in the Philippines, outside naval circles, for it reached Manila not long ago, that one camel and one sea-going tug would be all that would be required to tow the huge floating city out here. This recent development puts an entirely different face upon the master: if he succeeds he will be towed around the Cape of Good Hope the low must be started right away and the towing machines have yet to be built. At least, later in the season means the encountering of probably disastrous storms at the Cape. Neither is the Suez route devoid of danger, for the monsoon season on the Indian ocean is again close at hand. The Philippines present considerable hazard.

It is stated by the naval officers now in the Philippines who are well informed on the question of the new dock, that the harbour of Cavite is not of sufficient depth to enable this enormous floating dock to be anchored there, but it is stated that it will require to be towed down to the mouth of the river.

Business does direct.—Shanghai and Hongkong, Wharfs at Tsim Sha Tsui, December 1st, 1905, £1,000,000.00, for December 1st, 1906, £1,000,000.00, for December 1st, 1907, £1,000,000.00, for December 1st, 1908, £1,000,000.00, for December 1st, 1909, £1,000,000.00, for December 1st, 1910, £1,000,000.00, for December 1st, 1911, £1,000,000.00, for December 1st, 1912, £1,000,000.00, for December 1st, 1913, £1,000,000.00, for December 1st, 1914, £1,000,000.00, for December 1st, 1915, £1,000,000.00, for December 1st, 1916, £1,000,000.00, for December 1st, 1917, £1,000,000.00, for December 1st, 1918, £1,000,000.00, for December 1st, 1919, £1,000,000.00, for December 1st, 1920, £1,000,000.00, for December 1st, 1921, £1,000,000.00, for December 1st, 1922, £1,000,000.00, for December 1st, 1923, £1,000,000.00, for December 1st, 1924, £1,000,000.00, for December 1st, 1925, £1,000,000.00, for December 1st, 1926, £1,000,000.00, for December 1st, 1927, £1,000,000.00, for December 1st, 1928, £1,000,000.00, for December 1st, 1929, £1,000,000.00, for December 1st, 1930, £1,000,000.00, for December 1st, 1931, £1,000,000.00, for December 1st, 1932, £1,000,000.00, for December 1st, 1933, £1,000,000.00, for December 1st, 1934, £1,000,000.00, for December 1st, 1935, £1,000,000.00, for December 1st, 1936, £1,000,000.00, for December 1st, 1937, £1,000,000.00, for December 1st, 1938, £1,000,000.00, for December 1st, 1939, £1,000,000.00, for December 1st, 1940, £1,000,000.00, for December 1st, 1941, £1,000,000.00, for December 1st, 1942, £1,000,000.00, for December 1st, 1943, £1,000,000.00, for December 1st, 1944, £1,000,000.00, for December 1st, 1945, £1,000,000.00, for December 1st, 1946, £1,000,000.00, for December 1st, 1947, £1,000,000.00, for December 1st, 1948, £1,000,000.00, for December 1st, 1949, £1,000,000.00, for December 1st, 1950, £1,000,000.00, for December 1st, 1951, £1,000,000.00, for December 1st, 1952, £1,000,000.00, for December 1st, 1953, £1,000,000.00, for December 1st, 1954, £1,000,000.00, for December 1st, 1955, £1,000,000.00, for December 1st, 1956, £1,000,000.00, for December 1st, 1957, £1,000,000.00, for December 1st, 1958, £1,000,000.00, for December 1st, 1959, £1,000,000.00, for December 1st, 1960, £1,000,000.00, for December 1st, 1961, £1,000,000.00, for December 1st, 1962, £1,000,000.00, for December 1st, 1963, £1,000,000.00, for December 1st, 1964, £1,000,000.00, for December 1st, 1965, £1,000,000.00, for December 1st, 1966, £1,000,000.00, for December 1st, 1967, £1,000,000.00, for December 1st, 1968, £1,000,000.00, for December 1st, 1969, £1,000,000.00, for December 1st, 1970, £1,000,000.00, for December 1st, 1971, £1,000,000.00, for December 1st, 1972, £1,000,000.00, for December 1st, 1973, £1,000,000.00, for December 1st, 1974, £1,000,000.00, for December 1st, 1975, £1,000,000.00, for December 1st, 1976, £1,000,000.00, for December 1st, 1977, £1,000,000.00, for December 1st, 1978, £1,000,000.00, for December 1st, 1979, £1,000,000.00, for December 1st, 1980, £1,000,000.00, for December 1st, 1981, £1,000,000.00, for December 1st, 1982, £1,00

## Shipping Steamers.

OCEAN STEAMSHIP CO., LTD.  
AND  
CHINA MUTUAL STEAM NAV. CO., LTD.  
JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA  
AND SUMATRA PORTS.

## EUROPEAN SERVICE.

## OUTWARD.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"GLAUCUS"	8th November.
GLASGOW and LIVERPOOL	"HYSON"	21st "
GLASGOW and LIVERPOOL	"PRIAM"	26th "
GLASGOW and LIVERPOOL	"OANFA"	29th "
GLASGOW and LIVERPOOL	"AJAX"	5th December.
GLASGOW and LIVERPOOL	"HUCHOW"	5th "
GLASGOW and LIVERPOOL	"IDOMENEUS"	12th "

S.S. "Gladius" left Singapore at daylight on the 3rd inst., and is due here on the 8th.

## HOMeward.

FOR	STEAMERS	TO SAIL
London, Amsterdam & Antwerp	"MACHAON"	8th November.
London, Amsterdam & Antwerp	"KINTUCK"	21st "
Genoa, Marseilles & Liverpool	"CALCHAS"	24th "
London, Amsterdam & Antwerp	"DEUCALION"	5th December.
Amsterdam, London & Antwerp	"HECTOR"	10th "
Genoa, Marseilles & Liverpool	"GLAUCUS"	20th "

Taking cargo for Liverpool at London rates.

## TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

THE NORTHERN PACIFIC RAILWAY CO.  
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL  
OVERLAND COMMON POINTS IN THE UNITED STATES  
OF AMERICA AND CANADA.

## EASTWARD.

FOR	STEAMER	TO SAIL
Victoria, Seattle, Tacoma, and all Pacific Coast Ports, vid	"OANFA"	1st December.

## WESTWARD.

FROM	STEAMER	TO SAIL
Tacoma, Seattle, Victoria and Pacific Coast	"MACHAON"	7th November.

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 7th November, 1905.

## CHINA NAVIGATION CO., LIMITED.

## FOR

FOR	STEAMERS	TO SAIL
DEBU and ILOILO	"SUNGXIANG"	8th November.
SHANGHAI	"SHAOHSING"	12th "
SWATOW, CHEFOO and TIENSIN	"KANSU"	14th "
MANILA, ZAMBALANG, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TSIENH"	26th "

The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

Taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Taking cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 7th November, 1905.

## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon and staterooms—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	A. H. Notley	MANILA VIA AMOY	FRIDAY, 10th Nov., at 10 A.M.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 11th Nov., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 6th November, 1905.

## HONGKONG—NEW YORK.

AMERICAN ASIATIC  
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.  
(With Liberty to Call at the Malabar Coast).

Steamship  
"INDRANI"..... About FRIDAY, 15th December.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,  
GENERAL AGENTS.

Hongkong, 5th October, 1905.

FOO CHEONG,

STATIONER AND PAPER MERCHANT,  
No. 80, Fotheringay Street.

Has always on hand all varieties of  
Stationery, Writing and Note Paper,  
Copy Paper, India Rubber, Cycles etc.  
Agents for the Chinese Cycloids  
Hoover's, 3rd February, 1905.

## NOTICE

THE Public are hereby informed that no change has been made in the Rates of Subscription to the "Hongkong Telegraph" and they are without exception paying more than the CHINESE (10 cts.) per Single Copy.

THE MANAGER.

Hongkong, 5th November, 1905.

## Shipping Steamers.

## HONGKONG-MACAO-MING.

S.S. "WING-TAI".

Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on

Week Days, at 8 A.M. and on Sunday at 3.30 P.M. and from Macao on Week

Days at 3.30 P.M. and from Mingau on Week Days, at 8 A.M.

FARES.—Week Days, 1st Class, including Cabin and servant, Single \$3. Return Ticket, \$5; and Class, Single, 30 cents. Return, 10 cents. Storage, 10 cents.

Every Sunday, will be an Excursion, at the

following time—1st and 2nd Class, Single Ticket, \$1 Return, \$1 1st and Class, Single, 30 cents. Return, 10 cents.

Breakfast, Lunch and Dinner can be supplied either on Board, or at the Macao Hotel, for returning passengers only, at an extra charge of \$2.

On Sundays, passengers desiring to have a

Private Cabin which has accommodation for

two or more passengers, will be charged \$3 extra.

First Class Passengers, who do not care to

return on the Excursion Sunday, will be allowed

to do so the following day (Monday) on produc-

tion of the Return Half Ticket. Should the

Steamer not run on the Monday, owing to the

Boiler cleaning, due notice will be given by

the Captain, and the Half Ticket will be available

for the following day.

The Steamer is lit throughout by Electricity.

The Steamer's wharf at Hongkong is at the

Western end of Wing Lok Street.

MING ON & CO., LTD.

2nd Floor, No. 16, Victoria Street.

Hongkong, 9th October, 1905.

[1]

## Shipping Steamers.

## FOR SINGAPORE, PENANG AND

GALCUTTA.

THE Steamship

"CATHERINE APCAR".

Captain A. Stewart, will be despatched for the

above Ports, TO-MORROW, the 8th instant, at

3 P.M.

For Freight or Passage, apply to

DAVID SASCOON & CO., LIMITED.

Agents.

Hongkong, 7th November, 1905. [100]

[1]

COMPAGNIE DES MESSEGERIES

MARITIMES.

PAQUEBOT-PORTS FRANCAIS.

FOR SHANGHAI, KOBE AND

YOKOHAMA.

THE Company's Steamship

"TONKIN".

Captain Charbonneau, will be despatched for the

above Ports, on or about MONDAY, the 13th instant.

For Freight or Passage, apply to

G. DE CHAMPERAUX.

Agent.

Hongkong, 6th November, 1905. [100]

[1]

HAMBURG-AMERIKA LINIE.

REGULAR SERVICE.

HONGKONG-VLADIVOSTOCK,

(CALLING AT NAGASAKI).

Next Sailing

THE Steamship

"ITHAKA".

Captain Eckhorn, about middle of November.

For Freight and Passage, apply to

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 2nd November, 1905. [106]

[1]

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL,

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

Steamship

&lt;p

In the preceding ten years the birth-rate has increased in all countries except France, Germany, Italy, Sweden, Norway, and Denmark, while it is not remarkable that the rate should be larger in these countries. The most striking is that in Sweden, Denmark, and Norway, where the birth-rate is a little larger than that of the death-rate, it is smaller, so as will be seen from the figures below, in this respect there is evidently room for improvement in Sweden.

**Births Deaths**

Per 1,000 per 1,000

England 10.0 9.8  
Scotland 10.0 9.8  
Denmark 10.2 9.7  
Norway 10.4 9.6  
Japan 10.4 9.9

It is also interesting to note the difference between the number of births and deaths. The excess of births over deaths is 1,000,000 in the United States, 1,000,000 in Japan, 1,000,000 in Australia, 1,000,000 in Belgium, 1,000,000 in Germany, 1,000,000 in France, 1,000,000 in Italy, 1,000,000 in Spain, 1,000,000 in Austria, 1,000,000 in Hungary, 1,000,000 in Switzerland, 1,000,000 in Sweden, 1,000,000 in Norway, 1,000,000 in Denmark, 1,000,000 in Japan.

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In the light of the following statistics the fallacy of the supposition that Japan's population is increasing at a rate almost unprecedented in other countries will become apparent:

**Excess of Increase of Births over Deaths**

Per 1,000 per 1,000 per 1,000

France 10.0 9.8 1.0

Spain 10.0 9.8 1.0

Japan 10.4 9.9 1.0

Switzerland 10.0 9.8 1.0

Austria 10.0 9.8 1.0

Hungary 10.0 9.8 1.0

Belgium 10.0 9.8 1.0

Germany 10.0 9.8 1.0

Italy 10.0 9.8 1.0

Sweden 10.0 9.8 1.0

Norway 10.4 9.6 1.0

Denmark 10.2 9.7 1.0

Japan 10.4 9.9 1.0

Evidently, though the increase of population is increasing, the rate is not specially remarkable. Coming to an analysis of the increase, the birth-rate is lower compared with the larger percentage of marriages; and although the death-rate is comparatively low, it can scarcely be said to show a very good state of things. In short, the increase of the population resulting from the difference between birth and death is lower than in most European countries. Of course the mere increase of population cannot be welcomed, for quality, not quantity, is more likely to be victorious in the struggle for existence. But evidently, so far as Japan is concerned, the danger from too rapid increase of population is not to be apprehended.—*Japan Chronicle*.

### JACK ASHOKA

#### HUMOUR OF THE VISIT TO JAPAN.

Some amusing stories are going the rounds of the vernacular papers concerning the preparations made by the citizens of Tokyo to welcome the British Fleet, and as the stories come mostly at the expense of the Japanese themselves they show that the "allies" will stand a little joking. "One of the best," says the *Japan Herald*, "is in connection with the placards already referred to in our columns, which were recently posted by the shopkeepers in Tokyo offering a special reduction in prices to 'our gallant allies.' One of these placards posted over the shop of a dealer in charcoal and firewood aroused the criticisms of an English-speaking friend, who remarked it was hardly likely that the British officers and sailors would want to purchase charcoal and firewood." "I thought it was a congratulatory notice," said the shop-keeper, "I put it up because the undertaker next door has got one exactly like it. At another shop where one of these placards was posted—a boiled beef shop—two students introduced a British sailor to partake of the delicacy. Something in the nature of the position brought them into the port office to moderate monsoon, high NE sea and cloudy weather."

**Vessels in Port.**

**CHINA SEA AND JAPAN.**

In the course of the last few days the Japanese have been continually coming to Hongkong to make purchases, but *Yankee* says—

"The British and Canadian Corporation has not received any of the provisions of the agreement, and the British and American Consuls in Hongkong have complained to the Japanese Government to take action in this connection with a view to reducing the military consumption of the Chinese Army. The British Consul has written to the Japanese Minister of War, asking him to issue an order to the Chinese Army to reduce the consumption of the military supplies."

**CHRISTMAS AND NEW YEAR ARRANGEMENTS.**

On the 1st of December, the Chinese New Year, the post office will be closed for three days, and the Chinese New Year will be observed on the 1st of January.

**CHINA-SEA AND JAPAN.**

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**CHRISTMAS AND NEW YEAR ARRANGEMENTS.**

On the 1st of December, the Chinese New Year, the post office will be closed for three days, and the Chinese New Year will be observed on the 1st of January.

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## Entitiation

## THE HONGKONG FROZEN FOOD SUPPLY

THE DEPOT OPENS AT 6 A.M.

THE following are in Stock—

PRIME AUSTRALIAN BEEF, MUTTON,  
LAMB, PORK AND VEAL.  
DAIRY FARM: FED PORK.

Carpone, Dairy Farm Fed (dressed) \$1.05 each.  
Chickens " do " do 0.75 "  
Chickens' Livers " do " 0.05 "  
Chickens' Gizzards " do " 0.04 "  
"Carne" Meat Extract, 2 oz. 0.05 per pot.  
"do" "do" 4 oz. 0.15 "  
Ducks, Local (dressed) 0.05 each.  
Ducks, Wild " do " 0.75 "  
Flab, Australian Smoked Mullet... 0.05 per lb  
Fish, " do " do Schnapper 0.05 "  
Geese, Local (dressed) 1.50 each.  
Hares, Australian 1st Grade 1.40 "  
Ham, Best York 0.70 per lb  
Ham, Australian, "Pineapple" Brand" 0.60 "  
(2 cts. extra per lb for Ham if cut).  
Kidneys, Australian Sheep 0.05 each.  
Lemons, Australian 48 cts. & 60 cts. per dozen.  
Oysters, American (large size, in tins) 2.50 per tin  
Oysters, Australian (in bottles of \$1.25 & \$2.50 each) 2.50 per bottle.  
Partridges, Local 0.75 each.  
Pigeons, Local 0.25 "  
Pigeons, Wild (dressed) 0.20 "  
Rabbit, Australian 1st Grade 0.65 "  
Rice Birds 0.55 per lb.  
Sausages, Australian Fife (of Australian Meats) 0.25 "  
Sausages, Ova. Made (of Australian Meats) 0.25 "  
Slopes, Local 0.25 each.  
Tongues, Australian Sheep 0.20 "  
Turkeys, Choice Australian (plucked) 0.60 per lb

## SPECIAL NOTE.

Orders required to be filled in the Early Morning should be sent in before 3.30 P.M. the previous day.

Orders for NOON should be sent in by 8.00 A.M. the same day.

Orders for 3.30 P.M. should be sent in by NOON the same day.

Hongkong, 7th November, 1905. [988]



## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR TRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON:

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

## THE Steamship

## "ARCADIA"

Japuan A. G. Cubitt, R.N.R., carrying 11,187 tons' Mail, will be despatched from this for HOMBAY, on SATURDAY, the 18th November, 1 Noon, taking Passengers and cargo to the above Ports in connection with the Company's S.S. China, 7,712 tons, from Colombo, Passenger accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transshipped at Colombo into the Mail steamer proceeding direct to Marseilles and London: other Cargo for London, &c., will be forwarded from Bombay by the R.M.S. Moorland in London on the 30th December.

Parcels will be received at this Office until 3 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 7th November, 1905. [988]

## SHARE DIVIDENDS

STOCKS	NO. OF SHARES	VALUE	PAID UP	REVENUE	AT WORKING ACCOUNT	LAST DIVIDEND
BANKS						
Hongkong & Shanghai Banking Corporation	50,000	\$125	\$125	\$1,000,000	\$1,000,000	1st & 2nd Dividends
National Bank of China, Limited	99,025	\$17	\$17	\$1,000,000	\$1,000,000	1st & 2nd Dividends
MARINE INSURANCES						
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,000,000	\$1,000,000	1st & 2nd Dividends
China Traders' Insurance Company, Limited	24,000	\$83.33	\$33	\$1,000,000	\$1,000,000	1st & 2nd Dividends
North China Insurance Company, Limited	10,000	\$15	\$15	\$1,000,000	\$1,000,000	1st & 2nd Dividends
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,000,000	\$1,000,000	1st & 2nd Dividends
Yangtze Insurance Association, Limited	8,000	\$100	\$50	\$1,000,000	\$1,000,000	1st & 2nd Dividends
FIRE INSURANCES						
China Fire Insurance Company, Limited	20,000	\$100	\$50	\$1,000,000	\$1,000,000	1st & 2nd Dividends
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000	\$1,000,000	1st & 2nd Dividends
SHIPPING						
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$1,000,000	\$1,000,000	1st & 2nd Dividends
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$1,000,000	\$1,000,000	1st & 2nd Dividends
Hongkong, Canton & Macao Steamboat Co., Ltd.	70,000	\$15	\$15	\$1,000,000	\$1,000,000	1st & 2nd Dividends
Indo-China Steam Navigation Company, Limited	10,000	\$10	\$10	\$1,000,000	\$1,000,000	1st & 2nd Dividends
Shanghai Tug and Lighter Company, Limited	200,000	T\$1.50	T\$1.50	\$1,000,000	\$1,000,000	1st & 2nd Dividends
Do. (Preference)	100,000	T\$1.50	T\$1.50	\$1,000,000	\$1,000,000	1st & 2nd Dividends
"Shell" Transport and Trading Company, Limited	100,000	\$1	\$1	\$1,000,000	\$1,000,000	1st & 2nd Dividends
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$1,000,000	\$1,000,000	1st & 2nd Dividends
Straits Steamship Company, Limited	1,000	100	100	\$1,000,000	\$1,000,000	1st & 2nd Dividends
Taku Tug and Lighter Company, Limited	10,000	T\$1.50	T\$1.50	\$1,000,000	\$1,000,000	1st & 2nd Dividends
REFINERIES						
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$450,000	\$450,000	Final of 1st & 2nd Dividends
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	\$100,000	\$100,000	Final of 1st & 2nd Dividends
Perak Sugar Cultivation Company, Limited	7,000	T\$1.50	T\$1.50	\$100,000	\$100,000	Final of 1st & 2nd Dividends
MINING						
Chinese Engineering and Mining Company, Ltd.	1,000,000	\$1	\$1	\$1,000,000	\$1,000,000	Final of 1st & 2nd Dividends
Oriental Consolidated Mining Company, Limited	500,000	C. \$10	C. \$10	\$1,000,000	\$1,000,000	Final of 1st & 2nd Dividends
Pub Australian Gold Mining Company, Limited	1,000,000	\$1	\$1	\$1,000,000	\$1,000,000	Final of 1st & 2nd Dividends
DOCKS, WHARVES & GODOWNS						
Farnham, (S. C.) Boyd & Co., Limited	65,200	T\$1.10	T\$1.10	\$1,000,000	\$1,000,000	Final of 1st & 2nd Dividends
Fenwick (Geo.) & Co., Limited	12,000	\$25	\$25	\$1,000,000	\$1,000,000	Final of 1st & 2nd Dividends
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$10	\$10	\$1,000,000	\$1,000,000	Final of 1st & 2nd Dividends
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$10	\$10	\$1,000,000	\$1,000,000	Final of 1st & 2nd Dividends
New Amoy Dock Company, Limited	16,000	\$67	\$67	\$1,000,000	\$1,000,000	Final of 1st & 2nd Dividends
Shanghai and Hongkew Wharf Company	32,000	T\$1.10	T\$1.10	\$1,000,000	\$1,000,000	Final of 1st & 2nd Dividends
Yangtze Wharf and Godown Company, Limited	4,500	T\$1.10	T\$1.10	\$1,000,000	\$1,000,000	Final of 1st & 2nd Dividends
LAUNDS, HOTELS & BUILDING						
Astor House Hotel Company, Limited (Shanghai)	10,000	\$25	\$25	\$1,000,000	\$1,000,000	Final of 1st & 2nd Dividends
Astor House Hotel, Limited (Tientsin)	2,000	T\$1.50	T\$1.50	\$1,000,000	\$1,000,000	Final of 1st & 2nd Dividends
Central Stores, Limited	121	\$15	\$15	\$1,000,000	\$1,000,000	Final of 1st & 2nd Dividends
Do. (Founders)	24,000	\$15	\$15	\$1,000,000	\$1,000,000	Final of 1st & 2nd Dividends
Do. (New Issue)	24,000	\$15	\$15	\$1,000,000	\$1,000,000	Final of 1st & 2nd Dividends
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$1,000,000	\$1,000,000	Final of 1st & 2nd Dividends
Hongkong Land Investment and Agency Co., Ltd.	50,000	T\$1.50	T\$1.50	\$1,000,000	\$1,000,000	Final of 1st & 2nd Dividends
Hotel des Colonies Company, Limited (Shanghai)	2,000	\$100	\$100	\$1,000,000	\$1,000,000	Final of 1st & 2nd Dividends
Hotel Metropole Company, Limited	2,000	\$100	\$100	\$1,000,000	\$1,000,000	Final of 1st & 2nd Dividends
Humphreys Estate & Finance Company, Limited	15,000	\$10	\$10	\$1,000,000	\$1,000,000	Final of 1st & 2nd Dividends
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$1,000,000	\$1,000,000	Final of 1st & 2nd Dividends
Shanghai Land Investment Company, Limited	12,000	T\$1.50	T\$1.50	\$1,000,000	\$1,000,000	Final of 1st & 2nd Dividends
Tientsin Hotel des Colonies, Limited	1,400	T\$1.50	T\$1.50	\$1,000,000	\$1,000,000	Final of 1st & 2nd Dividends
Tientsin Land Investment Company, Limited	12,500	\$50	\$50	\$1,000,000	\$1,000,000	Final of 1st & 2nd Dividends
West Point Building Company, Limited	1,000	\$100	\$100	\$1,000,000	\$1,000,000	Final of 1st & 2nd Dividends
COTTON MILLS						
Two Cotton Spinning and Weaving Company, Ltd.	15,000	T\$1.50	T\$1.50	\$1,000,000	\$1,000,000	Final of 1st & 2nd Dividends
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	12,500	\$10	\$10	\$1,000,000	\$1,000,000	Final of 1st & 2nd Dividends
International Cotton Manufacturing Company, Ltd.	10,000	T\$1.75	T\$1.75	\$1,000,000	\$1,000,000	Final of 1st & 2nd Dividends
Jau-kung-nung Cotton Spinning & Weaving Co., Ltd.	8,000	T\$1.10	T\$1.10	\$1,000,000	\$1,000,000	Final of 1st & 2nd Dividends
Soo Chee Cotton Spinning Company, Limited	7,000	T\$1.50	T\$1.50	\$1,000,000	\$1,000,000	Final of 1st & 2nd Dividends
MISCELLANEOUS						
Anglo-German Brewing Company, Limited	4,000	\$100	\$100	\$1,000,000	\$1,000,000	Final of 1st & 2nd Dividends
Cell's Asbestos Eastern Agency, Limited	8,500	T\$1.50	T\$1.50	\$1,000,000	\$1,000,000	Final of 1st & 2nd Dividends
Campbell, Moore & Co., Limited	1,200	\$12	\$12	\$1,000,000	\$1,000,000	Final of 1st & 2nd Dividends
China Romeo Company, Limited	6,000	\$12	\$12	\$1,000,000	\$1,000,000	Final of 1st & 2nd Dividends
China Flour Mill Co., Limited	4,000	T\$1.50	T\$1.50	\$1,000,000	\$1,000,000	Final of 1st & 2nd Dividends
China Light and Power Company, Limited	10,000	\$10	\$10	\$1,000,000	\$1,000,000	